

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	
SUBJECT	Bulgarian Airfields and Fuel Depots	DATE DISTR.	9 April 1954
		NO. OF PAGES	6
DATE OF INFO.		REQUIREMENT	
PLACE ACQUIRED		REFERENCES	

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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BULGARIAN AIRFIELDSBozhurishte Airfield (June 1951)

- Bozhurishte airfield is located approximately two kilometers west of the junction of the Sofia-Bankya and the Sofia-Dragoman railroad lines, on the south side of the highway to Bankya. The airfield is approximately 4,000 x 3,000 meters in size.
only two runways at this field
- This field is connected with the Sofia-Bankya railroad by a standard-gauge, single track line.
- Bozhurishte airfield includes six masonry hangars with arched, corrugated metal roofs, about 100 x 35 meters in size.
There is also an underground fuel depot, exact location unknown.
- 80 single-engine planes said to be of Soviet manufacture. A school for training Bulgarian paratroopers is allegedly located at this field. The field is occupied by Soviet and Bulgarian Air Force units.

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RE-REVIEW

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Vrazhdebna Airfield (June 1951)

5. Vrazhdebna airfield is located adjacent to the highway to Botevgrad, directly south of the Iskür River, approximately 12 kilometers east-northeast of Sofia. [redacted] It includes one runway approximately 1,200 x 50 meters in size. 25X1
6. There are five masonry hangars with arched, corrugated metal roofs, approximately 65 x 35 meters in size. This field also includes a passenger terminal which is a 3-story building with a flat roof, and a fuel depot consisting of one underground fuel tank of unknown capacity and six tubular tanks, 8 x 4 meters in size, standing upright. The fuel depot is located behind the hangars.
7. Vrazhdebna airfield is used as a civilian airport for Sofia. It is the headquarters of TABSO (Transportno Aviatzionno Bulgaro-Suvetsko Obshtestvo; Bulgaro-Soviet Air Transport Affiliation). Only Soviet military transport planes may land at this field. This airport is under Soviet control.

Graf Ignatiev Airfield (Spring 1951)

8. Graf Ignatiev airfield is located at the twenty-first kilometer of the Plovdiv-Karlovo railroad line, adjacent to the west side of it. The field is located in a large plain approximately 8 x 8 kilometers in size.
9. This airfield includes two runways as follows:
- a. One old concrete runway, approximately 650 x 25 meters in size, running in an east-west direction; and
 - b. One new concrete runway, completed in May 1950, approximately 1,500 x 40 meters in size and running in a north-south direction.

These two runways cross each other at right angles on the south side of the field.

10. There are 10 masonry hangars approximately 160 x 50 meters in size, with steel frameworks and arched corrugated metal roofs.
11. The fuel depot consists of 15 tubular tanks, approximately 10 x 2.2 meters in size, lying horizontally on concrete bases. They are connected with the airport by underground pipelines. 25X1
12. [redacted] aircraft at this field [redacted] 400 Soviet twin-engine airplanes of an unidentified make, flying over on several occasions. Allegedly these planes are based at this field as well as the airfield at Krumovo.
13. An unidentified number of antiaircraft artillery emplacements are located at this field and are equipped with Soviet model 45 mm. guns with muzzles. The emplacements are manned by Bulgarian soldiers.
14. A paratrooper school is located at this field [redacted] 25X1

15. Graf Ignatiev airfield is an old airport which was reactivated and expanded immediately following World War II.

Krumovo Airfield (Spring 1951)

16. Krumovo airfield is located eight kilometers south of Plovdiv, near the east side of the Plovdiv-Asenovgrad railway. The size of this field is not known. It is equipped with four concrete runways (?), approximately 500 x 25 meters in size. 25X1
- [redacted] There are no hangars. 25X1

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17. An unidentified number of fireproof wooden barracks built by the Germans are located at this field. A standard-gauge, single-track line connects the field to the main railway line.
18. An underground pipeline for water at this field is approximately five kilometers in length.
19. Krumovo airfield is a new airport constructed by the Germans during World War II, during which time it was never bombed. It is now occupied by Soviet and Bulgarian Air Force units.

Marino Pole/Karlovo Airfield (Spring 1951)

20. The Marino Pole/Karlovo airfield is located seven kilometers southeast of Karlovo, six kilometers northeast of Banya, adjacent to the south side of the Karlovo-Kalofer railway line. The entrance is situated on the Karlovo-Kalofer highway. The airport is approximately 9 x 4 kilometers in size, and is equipped with two concrete runways approximately 800 x 30 meters in size, crossing each other to form an "X".
21. This airfield includes 12 hangars, varying in size between 100 x 30 and 180 x 35 meters in size, covered by arched sheet metal roofs. A fuel depot is located between the Academy buildings and the Karlovo-Kalofer railway line. This depot consists of an unidentified number of underground tanks, connected by underground pipes with the railroad station of Botev (sic), approximately halfway between Karlovo and Kalofer. A similar connection joins the depot to the fuel pumps in front of the hangars.
22. Three standard-gauge tracks leave the Botev (sic) railroad station and run to the field reaching it at three different unspecified points.
23. Air defense of this field is taken care of by a ring of antiaircraft artillery emplacements each equipped with a "Zenit" (sic) gun.
24. An air academy and a specialists school are located in an unspecified number of masonry buildings situated in the central part of the north side of the field. The total number of student pilots and specialists amounts to approximately 2,000. Instructors for both of these schools are Soviet Air Force officers.
25. 50 aircraft of an unspecified type at this field. 25X1
26. The Marino Pole/Karlovo airfield is divided into two general areas:
 - a. The flying zone, in the southern area; and
 - b. The zone in which are various constructions and installations of the airport, located in the north-center part of the field.

This field was nearly all destroyed during World War II but was reactivated immediately after the war.

Kazanluk Airfield (June 1951)

27. Kazanluk airfield is located four kilometers north of Kazanluk, adjacent to the west side of the road to Enina (N 42-40, E 25-25). This airfield is approximately 3 x 2 kilometers in size, has no runways, and includes 2-3 sheet metal hangars of unspecified dimensions.
28. An unspecified number of single-engine training planes are based at this field. An Air Force Primary Flying School is located here.

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Khaskovo Airfield (Spring 1951)

29. Khaskovo airfield is located five kilometers directly south of Khaskovo. [] it was equipped with a concrete runway approximately 800 x 20 meters in size. The field has no hangars. There are an unspecified number of barracks for troops, which are partially underground. Fuel is kept in drums, in the open. [] a number of single-engine biplanes here. Khaskovo airfield was constructed by the Germans during World War II. 25X1

Yambol Airfield (June 1951)

30. Yambol airfield is located two kilometers north of Yambol, 600 meters east of the railway to Zimnitsa (N 42-35, E 26-35). The size of this field is not known, but it has a concrete runway 600 x ? meters in size. It is equipped with two stone masonry hangars approximately 100 x 30 meters in size. A fuel depot is located in the southwestern part of the field. [] 25X1
[] 25X1

Telish Airfield (June 1951)

31. Telish airfield is located immediately north of the railroad, in front of the Telish station. The field covers an area 7 x 6 kilometers in size and is equipped with a runway approximately 1,200 x 30 meters in size. Construction work at this field was started by the Germans during World War II and was completed by the Bulgarians during 1949-1950. There are 10 reinforced concrete and sheet metal hangars here. A fuel depot is located in the vicinity of the railway station. []

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Balchik Airfield (June 1951)

32. Balchik airfield is located six kilometers north of Balchik, on the east side of the road to Sokolovo (N 43-34, E 28-05; formerly Vultureshti), and its entrance is on that highway. The size of the airfield is not known but there is a concrete runway approximately 1,200 x 50 meters in size, running in a west-east direction.
33. This field includes eight hangars, as follows:
- Four in reinforced concrete, with sheet metal mansard roofs, 222 x 50 meters in size; and
 - Four in reinforced concrete, now under construction, with the same characteristics as those described above, scheduled to be completed on 9 September 1951.
34. Fifteen 1-story buildings, use unknown and of various dimensions, were recently completed at this field. The fuel depot consists of 10 underground tanks located in the southern part of the field.
35. In April 1951 approximately 30 twin-engine Soviet military aircraft of an unspecified type allegedly arrived at this field. A large number of twin-engine Soviet aircraft transited through Balchik airfield, for refueling, during this same month.
36. Balchik airfield is of new construction and work on it started in October 1949 and were near completion in June 1951. The construction of this field was carried out in accordance with Soviet plans. Most of the work is being done by Trudovaks. The airfield is occupied by Soviets and is serviced by Bulgarian soldiers.

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Plovdiv Airfield (Spring 1951)

37. Plovdiv airfield [] allegedly has a Pilots' Primary School (Plovdisko Voenno Vuzdushno Uchilishte). The students who complete their training at this school are allegedly sent on to Karlovo airfield for further instruction. Plovdiv airfield is also used by the civilian airlines and a customs' house is located here.

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Varna Airfield (Spring 1951)

38. The civilian airfield of Varna is located seven kilometers west of the city, 1.5 kilometers north of the railway line to Devnya (N 43-14, E 27-33). The size of this field is not known. One runway, under construction, is about 500 (?) x 20 meters in size. There are three masonry hangars, approximately 120 x 35 meters in size, with sheet metal roofs, located at this airfield. About 10 other buildings, of varying sizes, are used for miscellaneous services. The fuel depot consists of an unspecified number of underground tanks located on the south side of the field. Aircraft of the Sofia-Gorna Oryakhovitsa-Varna-Burgas-Plovdiv-Sofia civilian airline land at this airfield.

Surnitsa Airfield (1944)

39. Surnitsa (sic) airfield is located approximately 20 kilometers west of Lüzhen (N 42-02, E 24-00) in a valley formed by the Belmeken, Belitsa, and Rilsa Monastir mountains of the Rila Planina chain. The airfield is approximately 3 x 2 kilometers in size. This field was constructed by the Germans during World War II. The field included a large number of taxi-strips which made it possible to disperse and conceal aircraft in the wooded region nearby.

Byala Slatina Airfield (1944)

40. Byala Slatina airfield is located approximately three kilometers southwest of Byala Slatina, south of the road to Borovan (N 43-25, E 23-43). This field is for emergency use and is approximately 4 x 3 kilometers in size. There are no installations here. This field was constructed by the Germans during World War II and was used as an emergency field for aircraft based at nearby airports.

Ikhtiman Airfield (June 1951)

41. The Ikhtiman emergency airfield is located five kilometers southeast of Ikhtiman, between the road and the railroad to Pazardzhik. The field is approximately 6 x 4 kilometers in size. The field is located in a large level area but there are no permanent installations.

Anevo Airfield (June 1951)

42. Anevo (N 42-40, E 24-43) airfield is located approximately six kilometers west of Sopot (N 42-38, E 24-46), adjacent to the north side of the road to Bozhidar (N 42-42, E 24-33). The field is approximately four by three kilometers in size and is used for emergencies. There are an unspecified number of wooden sheds here. The field is in a flat area surrounded by woods.

Kocherinovo Airfield (N June 1951)

43. The Kocherinovo (N 42-05, E 23-04) emergency airfield is located 5-6 kilometers north of Kocherinovo, immediately east of the railway line. []

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25X1Dobrich Airfield (June 1951)

44. Dobrich airfield was entirely abandoned immediately after the war and new grain depots were constructed here. All the equipment and installations of the field were transferred to Balchik airfield.

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FUEL DEPOTS

45. As of 1944, an underground fuel depot was located in the outskirts of Borovan (N 43-25, E 23-43), 200 meters south of the road to Byala Slatina. The depot consists of 10 underground tanks buried at a depth of three meters and located on the slopes of a hill. These tanks are separated from one another by "dry" walls (without mortar) and are protected to the front by a stone masonry wall. The hill is covered by a grove of hazelnut trees. During World War II this depot was used to refuel planes which landed at the emergency field of Byala Slatina.
46. As of June 1951, a fuel depot, partially underground, was located about three kilometers west of Ikhtiman, 500 meters east of the railway. This depot is situated in a plain and is approximately 2 x 3 kilometers in size. Around this depot there is a row of poplars and two rows of these same trees are planted at either side of the railroad spur line which runs through the center of the depot. [redacted] a number of cylindrical drums in the open and an unspecified number of small elevations which were approximately 1.2 meters high and about 15 x 3 meters in size. [redacted] these elevations allegedly cover gasoline tanks. A masonry shed 400 x 25 meters in size, with a twin-sloped, tiled roof is allegedly used to store gasoline drums. A standard-gauge, single-track railroad line connects the depot to Ikhtiman. The depot is surrounded by a wire fence, supported on concrete poles, about 2.5 meters high. An unspecified number of soldiers who do guard duty and work at the depot live in about 10 wooden barracks located within the enclosure. An unidentified number of guards are posted at the key points of the installations. [redacted]
47. As of June 1951, an underground fuel depot was located at Verinsko (N 42-29, E 23-45), approximately nine kilometers south of Vakarel (N 42-33, E 23-43) and about 800 meters west of the Verinsko railway station. This depot consists of 10 cylindrical tanks, dimensions unknown, buried at the foot of a hill and eight additional cylindrical tanks, placed vertically on a concrete base, which are approximately seven meters high and three meters in diameter, also situated at the foot of this same hill. An underground pipeline connects the depot directly to the railroad station so that it is possible to pump fuel directly from the tank cars to the depot and vice versa. This fuel depot was constructed by the Germans during World War II, was destroyed by them when they withdrew and has since been repaired. The hill at the foot of which the tanks are located, is covered with pine trees. The fuel stored here is for the exclusive use of the Air Force.

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